

Allagash (AO-97), steams ready to provide fuel oil to the approaching *Shangri-La* (CVA-38) (background), 26 April 1962, in this view taken by Photographer 1st Class H. Lynn. (USN 1061093)

Returning to the east coast of the United States in September 1948, she resumed runs between the Atlantic seaboard and oil ports in the West Indies and along the coast of the Gulf of Mexico.

Allagash did not deploy to the Mediterranean again until 1951 when she operated with the 6th Fleet between June and September. Her next overseas deployment came in the summer of 1952 when she sailed to northern European ports during a training cruise for midshipmen. That fall, the oiler participated in the NATO exercise "Operation Mainbrace." In the spring of 1953, the ship was once more deployed to the Mediterranean. Operations along the eastern seaboard occupied her time during the latter part of 1953 and the first five months of 1954. Early in June 1954, *Allagash* sailed for Europe again on the first of two midshipmen training cruises conducted that summer. Repairs and western Atlantic missions took up the remainder of that year.

In mid-January 1955, she completed a three-month overhaul and embarked upon three weeks of refresher training in the West Indies. During the latter part of February and the first week in March, the oiler took part in the annual "Springboard" exercise in the West Indies. She embarked upon another cruise to the Mediterranean early in May and returned to the United States at the beginning of October. Emergency repairs kept her out of operation in November and December.

In the 10 years between the beginning of 1956 and the beginning of 1966, *Allagash* continued to conduct operations along the lines established during her first decade of service. She made six deployments to the 6th Fleet in the Mediterranean Sea, participated in NATO exercises, and made midshipmen cruises. When not deployed overseas, the oiler conducted east coast and West Indian missions, including the annual "Springboard" fleet exercise as well as type training, refresher training, and independent ship exercises. During November and December of 1962, she earned the Armed Forces Expeditionary Medal for provid-

ing logistics support to the warships enforcing President John F. Kennedy's "quarantine" of Cuba to compel the Soviet Union to remove offensive missiles from that island.

The year 1966, the first of her last five of active service, began as had many of the previous 20. She had returned from a Mediterranean deployment late in 1965. February 1966 brought the usual "Springboard" exercises in the West Indies followed by several weeks of operations out of Newport, R.I. On 21 June, *Allagash* departed Newport on a voyage that added a new area of the world to her itinerary, the South Atlantic. During that cruise, she visited Port Elizabeth in South Africa and Rio de Janeiro in Brazil, before returning to Newport on 18 August. After a period of post-deployment standdown and local operations, the oiler began regular overhaul at Boston on 17 November.

She completed repairs on 30 April 1967 and resumed operations out of Newport. On 10 August, the ship was again deployed to the Mediterranean. *Allagash* returned to Newport on 4 February 1968 and, after standdown, participated in the annual "Springboard" exercises and conducted local operations from her base at Newport. Between 22 April and 14 June, she took part in exercises in the northern Atlantic during which she also visited northern European ports. She returned to the Rhode Island coast on 14 June visiting Melville and Newport until 19 July. During the remainder of the year, *Allagash* completed missions off the coasts of Florida and New England. On 6 January 1969, the oiler departed Newport on her final assignment with the 6th Fleet in the Mediterranean and returned to Newport on 27 July. She spent her final year of service operating off the east coast of the United States.

Allagash was placed in commission, in reserve, at Boston, Mass., on 2 September 1970 to prepare for inactivation. On 21 December 1970, she was decommissioned. Though she remained Navy property, *Allagash* was turned over to the custody of the Maritime Administration on 13 November 1971 at its James River

(Va.) facility. Her name was struck from the Navy list on 1 June 1973, and she was sold to the Union Minerals & Alloys Corp. on 22 March 1976 for scrapping.

Allamakee

(YTB-410: dp. 260; l 100'0"; b 25'0"; dr. 9'7" (f.); s. 12; cl. *Sassaba*)

Allamakee (YTB-410) was laid down on 3 June 1944 at Brooklyn, N.Y., by Ira S. Bushey & Sons; launched on 23 August 1944; delivered to the Navy on 16 April 1945; and placed in service on the west coast with the 1st Fleet. The harbor tug was out of service, in reserve, at Hawaii by February 1947 and remained so until late in 1950. In October 1950, she was placed back in service in the 14th Naval District. After July 1954, her duty station was Midway Island at the extreme western end of the Hawaiian chain. *Allamakee* served the 14th Naval District, probably still at Midway, until sometime around mid-1959. The 1959 *Naval Vessel Register/Ship's Data Book* lists her as struck from the Navy list in June 1959 and "Disposed of, by abandoning, burning, scuttling or sinking," but no records providing specific information concerning her ultimate fate have been found.

Allaquipa

The name of a woman who served as a leader (sachem) in the Delaware Indian tribe around the middle of the 18th century. She lived in what is now Allegheny County, Pa. It is said that a small Delaware village located nearby bore her name.

(YT-174: dp. 206; l 102'2"; b. 24'0"; dr 10'; s 12 k (tl.); cpl. 15; cl. *Allaquipa*)

Allaquipa (YT-174)—a tug built in 1941 at Port Arthur, Tex., by the Gulfport Boiler & Welding Works—was purchased by the Navy on 15 June 1941 and placed in service in August 1941.

Assigned to the 3d Naval District, *Allaquipa* operated from the base at New London, Conn., through the end of World War II. On 15 May 1944, she was reclassified a large harbor tug and redesignated YTB-174. For a decade after the return of peace, the harbor tug continued to serve in the 3d Naval District. In September 1955, *Allaquipa* was reassigned to the 1st Naval District. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-174. The tug served in New England waters until the spring of 1969 when she was transferred to the 5th Naval District. For the remainder of her active career, *Allaquipa* operated around Norfolk, Va. She was placed out of service sometime during the first half of 1973, and her name was stricken from the Navy list in June 1973. Presumably, she was sold for scrap soon thereafter.

Allegan

A county in Michigan

(AK-225: dp. 14,550; l 441'6"; b. 56'11"; dr 28'; s. 12.5 k.; cpl. 229; a 1 5", 1 3", 8 20mm.; cl. *Crater*; T EC2-S-CI)

Van Lear Black was laid down under a Maritime Commission contract (MCE hull 2416) on 21 December 1943 at Baltimore, Md., by Bethlehem-Fairfield Shipyard; launched on 21 January 1944; sponsored by Mrs. Van Lear Black; acquired by the Navy under a bareboat charter on 7 August 1944; renamed *Allegan* and designated AK-225 on 12 August 1944; converted for naval service at Baltimore by the Maryland Drydock Co.; and commissioned on 21 September 1944, Lt. Comdr. J. Huling in command.

Following shakedown training in the Chesapeake Bay, *Allegan* took on a cargo of pontoons at Davisville, R.I., for transportation to the Philippines. She left Davisville on 19 October and shaped a course for the Pacific. The ship transited the Panama Canal on the 30th and continued sailing westward. She reached Eniwetok on 27 November and departed that atoll on 6 December in a convoy bound for Leyte. The vessel paused en route at Ulithi before reaching Leyte on 22 December.

Allegan operated in Philippine waters in the vicinity of Leyte

and Samar through late January 1945, discharging cargo and assembling pontoons. She successfully carried out this assignment despite being subjected to frequent enemy air attacks. The ship left the Philippines on 23 January and shaped a course for the west coast of the United States. She paused en route at Manus, Admiralty Islands, on 30 January; then sailed on for California and reached San Pedro on 23 February. There, she took on board another cargo of pontoons and got underway again on 9 March bound for Okinawa.

After making brief port calls at Eniwetok and Ulithi, the vessel arrived off Okinawa on 3 May. During the next three months, she remained in the area discharging and assembling pontoons. She was subjected to frequent air attacks throughout this period and assisted in downing three enemy planes.

Allegan departed Okinawa on 5 August, bound for Pearl Harbor, Hawaii, via Saipan. She arrived in Hawaiian waters on 26 August, and stood out two days later for San Francisco, Calif. The vessel reached San Francisco Bay on 5 September and, after a period of voyage repairs, got underway again on 6 October bound for Hampton Roads, Va. After retransiting the Panama Canal, *Allegan* reached Norfolk on the 27th. She was decommissioned at Portsmouth, Va., on 15 November 1945; was returned to the War Shipping Administration a week later, and her name was struck from the Navy list on 28 November 1945.

Allegan received one battle star for her World War II service.

Alleghany

An incorrect spelling of Allegheny frequently found in reference to the first *Allegheny* (q v).

Allegheny

A river which rises in Potter County, Pa., and flows northwestward into southwestern New York before turning south to reenter Pennsylvania in Warren County. The stream then meanders southward through western Pennsylvania until joining the Monongahela at Pittsburg to form the Ohio. The word Allegheny is derived from the Delaware Indian name for the Allegheny and the Ohio Rivers.

I

(HwGbt: t. 989; l 185'; b. 33'4"; dph 19'; dr. 13'6"; s. 4.9 k; cpl. 190; a 4 68-pdrs., 6 32-pdrs.; cl. *Allegheny*)

The first *Allegheny*—an iron-hulled steam gunboat propelled by two eight-bladed horizontal wheels invented by Lt. William W. Hunter—was laid down at Pittsburgh sometime in 1844 prior to 11 November by Joseph Tomlinson and Company; built under the supervision of Lt. Hunter launched on 22 February 1847; and commissioned the same day, Lt. Hunter in command.

The naval steamer soon departed Pittsburgh and arrived at Memphis, Tenn., on 1 March. She remained there until 3 June fitting out, and reached New Orleans on the 12th for more work before sailing for the east coast on 26 August. After her arrival at Norfolk, Va., on 16 October her wheels were modified by the removal of every other paddle, leaving each with four.

On 26 February 1848, *Allegheny* departed Hampton Roads and headed south for service on the Brazil station. She served along the Atlantic Coast of South America until early autumn when the sloop of war *St. Louis* arrived with orders sending the steamer to the Mediterranean.

Earlier that year, the fall of Louis Philippe from the throne of France had triggered a series of revolutions which shook Europe for the remainder of the decade, and *Allegheny* was charged with showing the American flag and affording protection to American citizens during this time of unrest. However, repeated problems with her engines caused her to head home in June 1849; and she reached the Washington Navy Yard on 1 August.

Following a fortnight's repairs, the ship sailed for the Mississippi passes to join the Home Squadron. However, continued failures with her propulsion system cut short her duty in the Gulf of Mexico; and she returned to Washington where she was placed in ordinary.

In 1851, *Allegheny* was towed to Portsmouth, Va., where the firm of Mehaffy and Co. removed her Hunter wheels and rebuilt

her as a screw steamer. She was slated to join Commodore Matthew C. Perry's expedition which sailed for the Far East in November 1852, but failed to pass sea trials and—instead of helping to open Japan to the outside world—was placed back in ordinary at Washington.

Four years later, the ship was fitted out for service as a receiving ship; and she was taken to Baltimore where she took up this new role. She was still there and, surprisingly, again under the command of her designer, William W. Hunter, now a commander—when the Civil War broke out in mid-April 1861.

President Lincoln answered the Southern attack on Fort Sumter, S.C., by calling out “. . . the militia of the several states . . . to suppress . . .” the rebellion. This move alienated many undecided citizens of the border states, prompting Virginia to secede from the Union and pushing Maryland dangerously close to withdrawing. These developments left both Washington, the Federal capital, and Norfolk, the home of the Nation's most important naval base, isolated and all but defenseless. Moreover, several important American warships were then in the Norfolk Navy Yard in varying stages of disrepair. Wishing to withdraw these men-of-war to safer waters, the Navy Department scoured Northern coastal cities for seamen to reactivate and to man them so that they might be moved out of immediate danger of falling into Confederate hands.

Thus, on 18 April, Secretary of the Navy Gideon Welles wired Hunter to “. . . draft fifty recruits, in charge of two officers for the receiving ship *Pennsylvania*, at Norfolk, to be sent by this evening's boat.”

Hunter obtained the men; but, when he attempted to send them to Norfolk the following day, the Baltimore Steam Packet Company refused to embark them. This same day, 19 April, a violently pro-Southern mob in Baltimore attacked the 6th Massachusetts Regiment as it was moving between railroad stations on its journey to Washington to defend the Federal capital. On the next day, 20 April, since they were unable to man and move most of the Federal warships in the Norfolk Navy Yard, Federal naval authorities there abandoned, scuttled, or burned all but three of these desperately needed vessels as they put the torch to the yard and fled. The former ship of the line *Pennsylvania*—with no crew to get her underway—was among the vessels which went up in flames and was burned to her waterline.

The situation in Baltimore was so unstable that, on the 22d, Welles ordered Hunter to hire a tug to assist *Allegheny* across the harbor to Fort McHenry where she would be moored under the protection of Federal guns. Once this had been accomplished, Hunter was to send the tug to Annapolis under “. . . a trusty officer . . .” to carry the men originally recruited for *Pennsylvania* and deliver them to the commanding officer of *Constitution*.

That venerable and revered former frigate was then serving on the Severn as a midshipmen schoolship. According to the Naval Academy historian, “Old Ironsides,” as the veteran man-of-war was affectionately called, “. . . was fast aground at high water, the only channel through which she could be taken was narrow and difficult, and she was in easy range of any battery which might be installed on the neighboring height. To make matters worse, almost no seamen were on board to man and refloat the frigate or to defend the ship from pro-Southern attackers, if it proved impossible to work her free.”

However, on the following day, when Hunter attempted to hire a tug to carry out this order, he learned that the city's mayor and board of police had issued an order forbidding the use of any steamers in Baltimore harbor “. . . without the permit of the board of police.” Hunter then immediately applied for such a permit, but his request was denied on the grounds that “. . . nothing would more certainly increase that excitement to an uncontrollable pitch than any movement about the harbor and in the adjacent waters at this moment of a steamboat in the service of the United States.”

Sometime between 23 and 26 April, Hunter—who had been born in Louisiana—resigned his commission as a commander in the United States Navy and “went South.” On the latter day, Welles ordered Comdr. Daniel B. Ridgely—who had recently succeeded Hunter in command of *Allegheny*—“. . . to get the steamer *Allegheny* out of the harbor of Baltimore . . .” and “if it can be done, [to] employ a tug to tow her to Annapolis. If you cannot procure a tug for this purpose, you will transfer the recruits by any practical means to Annapolis, with orders to report to Capt. George S. Blake.” On 1 May, Ridgely attempted to have

Allegheny towed to Annapolis in compliance with his orders, but rough water and a useless rudder frustrated his plans. Instead, *Allegheny* moored at Fort McHenry. Ridgely transferred his recruits—by then 70 in number—to the lighthouse schooner *Delaware* for passage to Annapolis. *Allegheny* herself finally reached Annapolis on 3 May to be in position to help to protect that city which had become the principal port of debarkation for troops sent from the North to defend Washington. There she took over the defensive role formerly assigned *Constitution* which had recently sailed for Newport, R.I., with the Naval Academy midshipmen.

During the ensuing month, she remained at Annapolis protecting the port and acting as the receiving ship at that port. Late in the year, after conditions in Maryland had stabilized, *Allegheny* returned to Baltimore where she resumed her duty as receiving ship. After continuing this service through the end of the Civil War, she was moved to Norfolk in 1868. She was sold at auction there on 15 May 1869 to a Sam Ward. No record of her subsequent career has been found.

II

(Fleet Tug No. 19: dp. 1,000; l. 156'8"; b. 30'0"; dr. 14'7" (mean); s. 13 k.; cpl. 51; a. 2 3", 2 mg.; cl. *Allegheny*)

The name *Huron* was initially assigned to Fleet Tug No. 19 on 28 July 1917; but, since that assignment conflicted with the name being considered for the former German steamship *Friedrich der Grosse*, the tug was renamed *Allegheny* on 1 September 1917. Launched on 18 October 1917 at the American Shipbuilding Co., Buffalo, N.Y., *Allegheny* was delivered to the Navy on 5 December 1917 and sailed for Boston, Chief Gunner C. A. Babson in charge. However, she only got as far as Cateau Landing, Quebec, Canada, before heavy ice on the St. Lawrence stopped navigation on the river until spring. Commissioned at Quebec on 18 May 1918, *Allegheny*—Lt. A. Wholtman in command, *Allegheny* resumed her voyage and arrived at Boston on 8 June.

Outfitted at the Atlantic Works, East Boston, the fleet tug—assigned to the Naval Overseas Transportation Service (NOTS) two days after her arrival—operated along the eastern seaboard with NOTS, performing tug and tow services until assigned to the Atlantic Fleet's Train on 4 February 1919. She operated out of New Orleans under Commander, Train, Atlantic Fleet, from March 1919 to April 1921. During this period, she was designated AT-19 on 17 July 1920. In the spring of 1921, she moved to the Naval Air Station (NAS) at Pensacola, Fla., to serve as station tug.

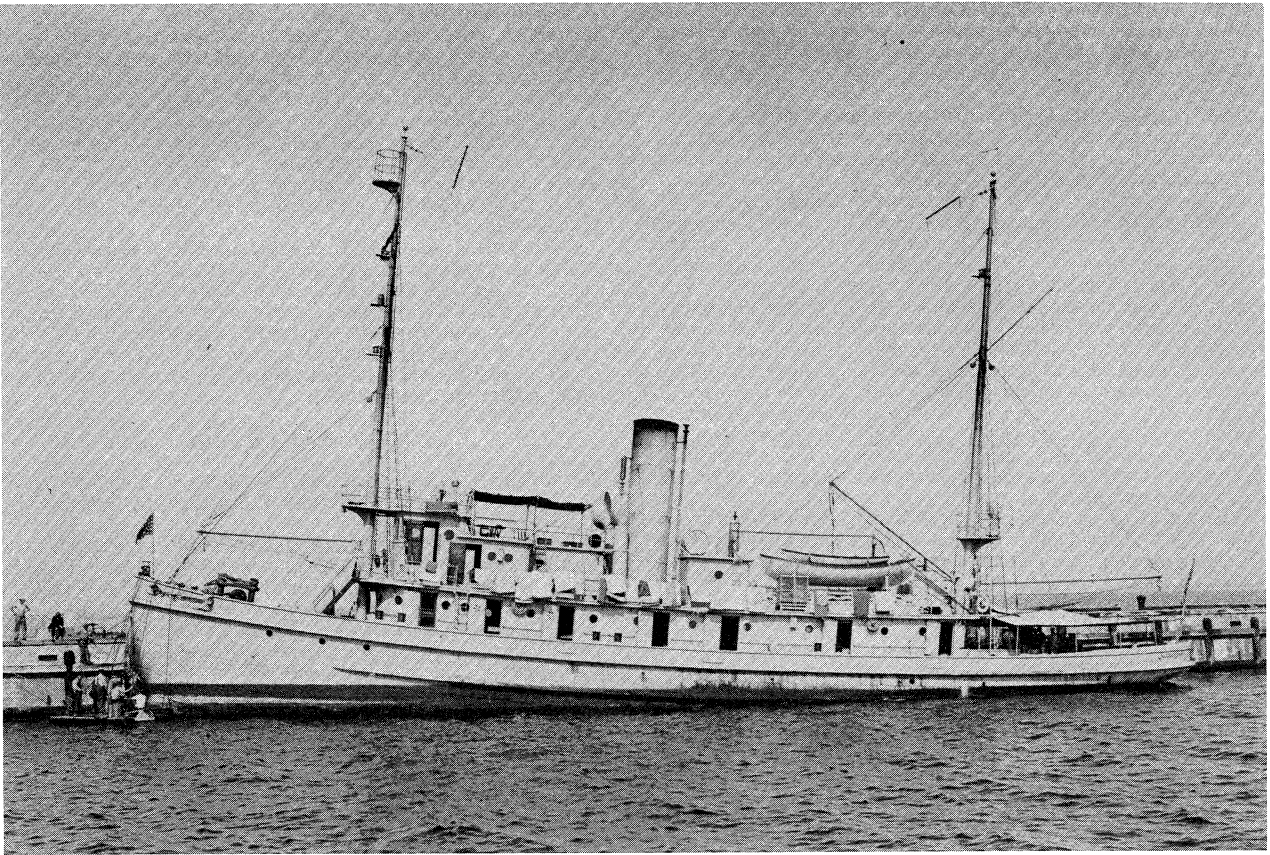
Early in that tour at NAS, Pensacola, she was assisting *Orion* (AC-11) alongside a dock 5 July 1922, when the collier's port propeller holed the tug's starboard side. Flooding rapidly, *Allegheny* sank soon thereafter. *Orion*'s propeller damage itself was trifling, and she proceeded on her appointed rounds. Naval air station personnel, using what equipment was on hand, raised *Allegheny* themselves by 22 July.

Returned to active service in November 1922, *Allegheny* resumed a routine as station tug at NAS, Pensacola, that continued for the next decade. Highlighting the ship's tour there: she plane-guarded for *Langley* (CV-1) in 1923, as that ship worked up in the waters around the air station; joined the tug *Bay Spring* (AT-60) in aiding survivors from the gunboat *Tacoma* (PG-32) stranded at Veracruz, Mexico, in late January 1924; and assisted in providing flood relief along the Mississippi River between 24 April and 5 June 1927. During the latter operation, she rescued passengers and crew from the sunken steamer *Thomas R. Buckham* on 21 May.

Shifted to the Philadelphia Navy Yard in 1932, *Allegheny* operated in the 4th Naval District for the duration of her active service, spending the first nine years of this period as station tug at the Philadelphia Navy Yard.

When war broke out in the Pacific on 7 December 1941, the Atlantic Fleet had already been engaged in *de facto* hostilities with the Axis since the previous spring. However, local defense forces for the 4th Naval District remained largely a “paper” force, spearheaded by *Eagle 56* (PE-56), the 125-foot Coast Guard cutter *Colfax*, and *Allegheny*. Supporting these small ships was a group of 75-foot Coast Guard cutters.

Assigned to the section base at Cape May, N.J., on 18 February 1942, *Allegheny* was given the duties of station ship at the



Allegheny (AT-19) circa 1921, probably at Pensacola; note awnings shading the deckhouse just forward of her stack and over the fantail, also the bedding airing amidships, and workmen engaged in making repairs to the ship's damaged bow. (NH 57792)

entrance to Delaware Bay. A small Coast Guard cutter and two boarding boats assisted her in carrying out this mission. During February, the tug assisted the British submarine *Regent*—which had been damaged while en route from Bermuda—to the Philadelphia Navy Yard for repairs. The evolution was not without moments of anxiety for all hands. The forces sent out to bring in *Regent*—during a period of heavy U-boat activity off the eastern seaboard—initially missed making contact and, once they had reached the scene, lost contact in the heavy weather. Boiler trouble had handicapped *Allegheny* at the outset; and, once at sea she sighted a hostile submarine which apparently chose to escape rather than to attack. Five days after setting out from the section base at Cape May, *Allegheny* got back to Cape Henlopen and then towed *Regent* to Philadelphia for repairs.

On 29 March 1942, the tanker SS *Paulsboro* broke her back 10 miles from Overfalls Lightship and sent out an SOS. Upon learning of the tanker's plight *Allegheny* labored through the heavy as 40-knot winds further hindered her progress. However, a Coast Guard 83-footer stood by *Paulsboro* until the tug finally reached the scene and towed the tanker into port for repairs.

On 19 January 1944, the Liberty ship *Leland Stanford* ran aground on Hen and Chickens Shoal in zero visibility weather. Summoned to the scene, *Allegheny*—aided by radar and radio direction finder fixes—got a line to the Liberty ship and began tugging. However, her efforts were to no avail. *Leland Stanford* would not budge.

Then, on the afternoon of the 21st, with *Allegheny* still struggling to free the Liberty ship, the harbor entrance control post reported a ship afire, four or five miles away. The tanker SS *Plattsburg Socony*, loaded with 600,000 gallons of high octane aviation gasoline, had been rammed in the fog by the Liberty ship *Charles Henderson*. Ships from the waters nearby—*Allegheny*, the salvage tugs *Resolute* and *Nancy Moran*, some

Coast Guard cutters, a boarding boat, an Army mine planter, and the French destroyer escort *Senegalais*—converged on the scene of the collision.

Allegheny's sailors saw a flaming wake that stretched two miles downwind, astern of the holed tanker. *Plattsburg Socony*, herself, was a mass of flames. Her deck plating was so hot that it glowed. The tug—having been equipped with the latest in fire-fighting gear in 1943 and with her crew especially trained in techniques for dealing with a blaze at sea—approached behind a curtain of water and lay alongside to begin battling the blaze that threatened to destroy the tanker. She did so despite shouted warnings from the nearby *Charles Henderson* that *Plattsburg Socony* would more than likely blow up at any moment.

Allegheny radioed that she was alongside at 2007 with two streams of water being put on the blaze; within the hour her men were on board fighting the fire with four “fog” lines working in shifts in the tremendous heat. “No one rested,” wrote the 4th Naval District's historian, “until tons of water thrown by the *Allegheny's* throbbing pumps had cooled the warped and burning decks . . .” Her specially trained fire fighters had saved the ship. *Leland Stanford*—the ship *Allegheny* had attempted to free, meanwhile managed to get loose and proceeded on her way.

Reclassified as a fleet tug, old, on 15 May 1944, her hull number became ATO-19. *Allegheny* continued serving in the Eastern Sea Frontier through the cessation of hostilities with Germany in early May 1945. Retained at Cape May for service as a salvage and rescue vessel, the old tug towed the surrendered German submarine U-858 into that port in June. *Allegheny* was decommissioned on 10 July 1946, and her name was stricken from the Navy list on 25 September 1946. She was turned over to the Maritime Commission on 18 February 1947 and eventually scrapped.

(ATA-179: dp. 800 (f.); l. 143'0"; b. 33'0"; dr. 14' (max.); cpl. 48; a. 1 3", 2 20mm.; cl. ATA-121)

The unnamed single-screw ocean-going tug ATA-179 (originally projected as the rescue tug, ATR-106) was laid down on 22 May 1944 at Orange, Tex., by the Livingston Shipbuilding Co.; launched on 30 June 1944; and commissioned on 22 September 1944, Lt. (jg.) Thomas C. McLaren, USNR, in command.

After fitting out, ATA-179 conducted shakedown training out of Galveston, Tex., before undergoing post-shakedown availability at that port until 24 October. Two days later, the tug departed Galveston for Tampa, Fla., with a covered lighter, YF-614, in tow, and reached her destination on the 28th. Taking the barracks ship APL-19 in tow, the tug sailed for the Panama Canal Zone on 4 November 1944, reaching her destination with her two tows on the 13th. Transiting the Panama Canal three days later, she sailed for Bora Bora, in the Society Islands, on 30 November 1944, and reached her destination on 22 December. On the day after Christmas, ATA-179 got underway for Finschhafen, New Guinea, towing YF-614. She then towed the lighter to Hollandia, New Guinea, arriving on 12 January 1945, before proceeding on to Leyte with APL-19 and YF-614 in tow, arriving there on 5 February 1945.

Assigned to Service Squadron Three, Service Force, Seventh Fleet, ATA-179 cleared Leyte on 18 February 1945 for the Carolines and reached Ulithi the following day. There, she took two floating workshops, YRD(H)-6 and YRD(M)-6, in tow and departed Ulithi on 24 February for the Philippines. Proceeding via Kossol Roads, in the Palaus, ATA-179 arrived at Leyte on 12 March 1945 and delivered her tows. Departing San Pedro Bay on 24 March, the tug reached Cebu on the 26th and picked up LCT-1296, towing her to Leyte.

Proceeding thence to Hollandia, New Guinea, having left the tank craft at Leyte, ATA-179 picked up the tow of a dredge and four pontoon barges on 18 April and delivered them to Leyte on 1 May 1945. Returning to Hollandia, the tug then picked up four ammunition barges and towed them to Leyte as well, reaching the Philippines on 7 June. ATA-179 proceeded thence to Espiritu Santo, in the New Hebrides, reaching that port on 26 June 1945. On 7 July, the tug cleared the New Hebrides with Section B of the advanced base sectional dock, ABSD-1, and the open lighter, YC-324, and headed for the Philippines. Proceeding via Hollandia, the tug and her two charges reached their destination on 2 August 1945.

Departing Leyte on 7 August, ATA-179 sailed for the Padoai Islands, and there took David B. Henderson in tow on 12 August. She proceeded thence to Biak, New Guinea, and arrived on the following day. During the week that followed, ATA-179 towed a 400-ton pontoon drydock to Morotai and the covered lighter, YF-621, to Leyte. Proceeding thence to Morotai, the tug towed a 400-ton floating drydock and the motor minesweeper YMS-47 to Samar, and a 100-ton pontoon drydock from there to Subic Bay. For the balance of October 1945, the tug operated in the Philippine Islands, between Samar and Leyte. She towed seven pontoon barges from Samar to Subic Bay (24 to 28 October) and spent the remainder of 1945 and the first few months of the following year, 1946, based at Leyte.

ATA-179 departed Leyte on 30 March 1946. She reached Manus, in the Admiralties, on 6 April and departed there eight days later with a section of ABSD-4 in tow. Touching briefly at Eniwetok and Johnston Island en route, the tug reached Pearl Harbor on 24 May and proceeded thence to the west coast of the United States soon thereafter, towing AFD-2 to San Pedro. She then took LCS-66 to San Diego and arrived there on 12 September. Moving to San Pedro the same day, ATA-179 took APL-43 in tow and sailed for the Canal Zone on 12 October. She reached her destination on the 18th, and departed 11 days later, bound for Jacksonville with APL-43 and APL-34 in her wake, to deliver her tows to the Florida group of the reserve fleet. With new orders to deliver the barracks ships elsewhere, however, for preservation work, ATA-179 proceeded to Charleston, S.C., which she reached on 8 November 1946.

Over the next several months, ATA-179 participated in the demobilization process of many fleet units assigned temporarily to the Commandant, 8th Naval District, and performed tug and tow operations on the Gulf and Florida coasts, ranging from Key West and Mayport to New Orleans, Mobile, and Galveston until

she herself was inactivated and placed out of commission, in reserve, at Orange, Tex., on 10 October 1947. On 16 July 1948, she was named *Allegheny* (ATA-179).

She was recommissioned on 25 July 1949. *Allegheny* then sailed for the Norfolk Naval Shipyard, arriving on 8 August. She remained there until 26 September, when she sailed for New York. Departing New York on 1 October, *Allegheny* sailed for the Mediterranean, in company with *Stallion* (ATA-193) and the survey ship *Maury* (AGS-16), reaching Gibraltar on 13 October. Pushing on across the Mediterranean, the survey group put in at Naples, Italy, on the 19th, and at Argostolion, Greece, on the 21st. Sailing for Port Said, Egypt, that same day, the ships reached the northern terminus of the Suez Canal on 24 October and transited that waterway on the 25th, reaching Aden on the 30th.

Allegheny commenced her hydrographic work in that region soon thereafter. Over the next several weeks, she supported *Maury* as that ship operated in the Gulf of Aden, the Arabian Sea, the Gulf of Oman, and the Persian Gulf conducting surveys of the uncharted waters of the Arabian coast. She touched at ports in Saudi Arabia; Kuwait; Bahrain; and Pakistan. The survey ships transited the Suez Canal on 4 May. *Allegheny* rounded out the deployment with visits to Algiers and Gibraltar before she sailed for the United States, reaching Norfolk on 27 May. She moved to New York soon thereafter, and underwent post-deployment availability at the New York Naval Shipyard from 3 June to 8 September.

Allegheny conducted survey operations at Newport, R.I., following her overhaul at New York from 9 to 29 September. She then returned to the naval shipyard following that work, to prepare for another deployment to the Persian Gulf, and sailed for the Mediterranean on 6 October. Reaching Gibraltar on 19 October, *Allegheny* visited Golfe Juan from 22 to 25 October and touched briefly at Port Said from 30 to 31 October before transiting the Suez Canal and proceeding down the Red Sea. Reaching Bahrain on 11 November, she remained there until the 13th when she got underway for Ras Tanura, making port there later the same day. She spent the remainder of the year 1950 and the first three and one-half months of 1951 operating from that Saudi oil port, ultimately sailing for Suez on 18 April 1951. She wound up the deployment with calls at Port Said, Naples, Algiers, and Gibraltar before she got underway to return to the United States on 18 May.

Arriving at the New York Naval Shipyard on the last day of May 1951, *Allegheny* remained there through the summer and into September, leaving New York on 17 September for Hampton Roads. Reaching Norfolk the next day, she did not get underway again until 10 October when she sailed for her third deployment to the Mediterranean and Middle Eastern waters. She visited Athens from 30 October to 2 November, and operated briefly in the Mediterranean before transiting the Suez Canal on 5 November. A port call at Aden on 10 November preceded her arrival at Bahrain on the 17th. As in the previous deployment, she conducted survey work in the Bahrain-Ras Tanura area into the following spring, winding up her work at the latter port on 12 April. Transiting the Suez Canal on 24 and 25 April 1952, *Allegheny* visited Naples and Monaco en route home, ultimately reaching Norfolk on 29 May 1952.

Shifting soon thereafter to the New York Naval Shipyard where she arrived on 14 June, *Allegheny* underwent a major conversion for her new role as research vessel. During the summer of 1952, all armament and towing accessories were removed and her towing winch rotated 90° and modified to perform the functions of a heavy trawling winch. Various hydrographic and bathythermograph winches and booms were installed, as was sonar, dead reckoning, and various electronic equipment. Shipboard spaces were converted to a machine shop, motor generator, and photographic laboratory. A new deckhouse was constructed aft to house underwater sound and electronic equipment.

Assigned to the Commandant, 3d Naval District, for duty and based at the Naval Supply Center, Bayonne, N.J., *Allegheny* spent the next 17 years engaged in hydrographic and research functions through the Office of Naval Research, with various research teams from the Hudson Laboratories, Bell Telephone Co., Woods Hole Institute, and Columbia University embarked as the mission required. Generally, her operations consisted of spending months from January through April in the Bermuda-Caribbean area, and the rest of the year in the Long Island-Hudson Canyon region, off New York, and occasionally involved

in operations off Cape Hatteras. Ports of call included St. Thomas, Virgin Islands; San Juan, Puerto Rico; Willemstadt, Curaçao; Miami and Port Everglades, Fla.; and Bermuda. In the spring of 1963 she was assigned to Task Group 89.7 from 24 April to 15 May, an operational commitment occasioned by the disappearance of the nuclear submarine *Thresher* (SSN-593).

Highlighting the latter part of her long tour of research support work was a towing operation—something she had not been configured for in many, many years. Underway from Bayonne on 31 January 1967, *Allegheny* sailed for Bermuda, arriving on 3 February. No longer possessing a towing engine or fittings, the research vessel had to jury-rig a towing arrangement to the “Monster Buoy” (General Dynamics Buoy “Bravo”). Setting out for the west coast of the United States on 11 February, *Allegheny* and the “Monster Buoy” headed for the Pacific. Touching briefly at Guantanamo Bay for provisions from 17 to 19 February, *Allegheny* and her charge transited the Panama Canal on 23 February, and set out for Acapulco on the 25th. En route, the tug and her tow ran into 40-knot winds and 15-foot seas in the Gulf of Tehuantepec, but reached their destination on 4 March. Underway on the 7th, *Allegheny* delivered her tow one week later, on the 14th, having successfully completed a 32-day, 4,642-mile journey. Retracing her course, the tug returned to Bermuda on 16 April, via Acapulco, the Panama Canal, and Kingston, Jamaica.

Allegheny conducted oceanographic research missions off Bermuda with USNS *Mission Capistrano* (T-AO-112) from 22 April to 5 May before sailing for Bayonne. Further oceanographic work—off Port Everglades, Fla.—began in June, followed by a visit on 4 July to Washington, D.C. That September, the ship was reassigned from Commandant, 3d Naval District, to Service Squadron 8 on 1 July 1969, and conducted coring operations on the Continental Shelf, off the New York-New Jersey coast from 5 to 11 September. From 18 to 28 September, *Allegheny* conducted operations with *Bang* (SS-365) in the Gulf of Maine and Boston area and, from 9 to 20 November with *Cutlass* (SS-478), in the Virginia capes area, each time under the auspices of Commander, Operational Development Force.

Ultimately declared excess to the needs of the Navy, *Allegheny* was decommissioned and struck from the Naval Vessel Register on 14 December 1968. Towed to Philadelphia and the Inactive Ship Facility there, the ship was turned over to Northwestern Michigan College, Traverse City, Mich., for use as a training ship to prepare young men for merchant service on the Great Lakes. Berthed at the Great Lakes Maritime Academy, the ship served as a training vessel and floating laboratory for a little under a decade. On 27 January 1978, “burdened by frozen spray flung on her superstructure by strong north winds,” the ship rolled over at her Maritime Academy dock.

Allen

William Henry Allen—born in Providence, R.I., on 21 October 1784—was appointed a midshipman in the Navy on 28 April 1800. Between 1800 and 1807, he served successively in *George Washington* and *Philadelphia*. In 1807, he transferred to *Chesapeake* and, on 21 June, when that ship had her celebrated encounter with HMS *Leopard*, Allen was credited with firing the only gun discharged in her own defense by the American ship. By 1812, he was first lieutenant in *United States* and took part in the engagement with HMS *Macedonian*. At the conclusion of that capture, he was named to command the prize crew which took *Macedonian* into New York. In 1813, he took command of the brig *Argus*. On 24 August, he led his ship in the engagement with HMS *Pelican* during which battle he received mortal wounds. After *Argus*’ surrender, Allen was taken to the hospital at Mill Prison where he died on 18 August 1813. Allen was buried with full military honors at Andrew’s Churchyard.

I

(Galley: t 70; l 75'; b. 15'; dph 4'; cpl. 40; a. 1 24-pdr., 1 18-pdr. columbiad)

The first *Allen*—a galley built in 1814 at Vergennes, Vt., by Adam and Noah Brown—was commissioned during the summer of 1814, Sailing Master William M. Robins in command. She

became a unit of Commodore Thomas Macdonough’s squadron on Lake Champlain and participated in the Battle of Lake Champlain on 11 September 1814 during which the American squadron bested and captured the remnants of the British squadron under Capt. George Downie, R.N. After the War of 1812, she remained in active service for another decade. She was sold at Whitehall, N.Y., sometime in late 1824 or early 1825.

II

(Destroyer No. 66: dp. 1,071 (n.); l. 315'3"; b. 29'11" (wl.); dr. 9'9¼" (aft) (f); s. 30.29 k.; cpl. 130; a. 4 4", 2 1-pdrs., 12 21" tt.; cl. *Sampson*)

The second *Allen* (Destroyer No. 66) was laid down on 10 May 1915 at Bath, Maine, by the Bath Iron Works; launched on 5 December 1916; sponsored by Miss Dortha Dix Allen and Miss Harriet Allen Butler; and commissioned on 24 January 1917, Lt. Comdr. Samuel W. Bryant in command.

Over the next five months, *Allen* conducted patrol and escort duty along the eastern seaboard and in the West Indies. During that time, the United States entered World War I on the side of the Allies on 6 April. On 14 June, the destroyer put to sea from New York in the escort of one of the first convoys to take American troops to Europe. After seeing the convoy safely across the Atlantic, *Allen* joined other American destroyers at Queenstown, Ireland, and began duty patrolling against U-boats and escorting convoys on the last leg of their voyage to Europe. That duty included escort missions into both French and British ports. During her service at Queenstown, she reported engagements with German submarines on 10 separate occasions, but postwar checks of German records failed to substantiate even the most plausible of the supposed encounters. One of the last duties the destroyer performed in European waters came in December 1918 when she helped to escort *George Washington*—with President Woodrow Wilson embarked—into Brest, France, on the 13th. Following that mission, the destroyer returned to Queenstown, whence she departed on the day after Christmas, bound for home. *Allen* pulled into New York on 7 January 1919.

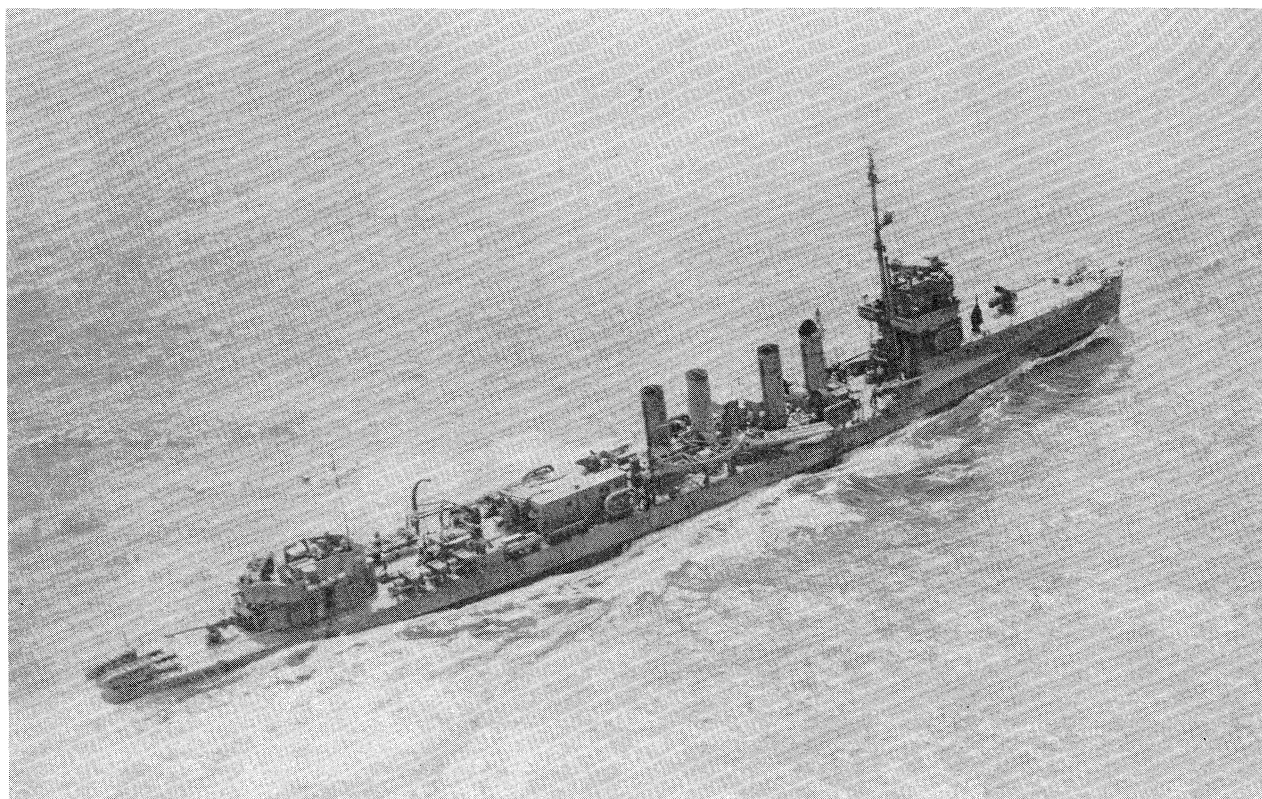
After voyage repairs, the destroyer resumed duty along the east coast and in the West Indies with the Atlantic Fleet. That duty continued until 22 June 1922 at which time she was placed out of commission, in reserve. She was placed back in commission three years later, on 23 June 1925. *Allen* spent almost three years as a training platform for naval reservists at Washington, D.C. In March of 1928, the destroyer returned to the Reserve Fleet and was berthed at Philadelphia. There, she remained for more than 12 years. On 23 August 1940, *Allen* was recommissioned at Philadelphia, Lt. Comdr. Frederick P. Williams in command.

Following a brief period of service on the east coast, she was reassigned to the Pacific Fleet as a unit of Destroyer Division (DesDiv) 80. By the time *Allen* returned to commission, the Pacific Fleet had been moved from its base on the west coast to Pearl Harbor in Hawaii as a gesture to “restrain” the Japanese. Therefore, *Allen* moved to the Hawaiian base whence she operated until the beginning of hostilities between the United States and Japan. On the morning of 7 December 1941, she was moored in East Loch to the northeast of Ford Island and just south of east of the hospital ship *Solace* (AH-5). During the Japanese attack on the harbor, she claimed to have assisted in downing three enemy planes. Following the attack, she began duty escorting ships between islands of the Hawaiian chain and patrolling the area for enemy ships—primarily submarines. She also made periodic round-trip voyages to the west coast. Such duty remained her occupation throughout World War II. In September 1945, the destroyer sailed from Hawaii to Philadelphia, where she was placed out of commission on 15 October 1945. Her name was struck from the Navy list on 1 November 1945, and she was sold to the Boston Metals Co., Baltimore, Md., on 26 September 1946 for scrapping.

Allen (DD-66) earned one battle star for World War II service.

Allen Collier

Although renamed simply *Collier* (q.v.) sometime soon after she was purchased by the Navy on 7 December 1864, stern



Allen (DD-66) underway off Oahu, 1944. Note that she has retained her 4-inch guns, has six depth charge projectors aft, torpedo tubes, an air search radar at her foremast, and has her hull number (66) painted on the forecastle deck. (80-G-276896)

wheel steamer *Allen Collier* was nevertheless thereafter referred to by her full original name and—more frequently—by an abbreviated name which she never carried officially, *A. Collier*.

Allen, Edward H., see *Edward H. Allen* (DE-531).

Allen, Ethan, see *Ethan Allen* (SSBN-608).

Allen, Henry T., see *Henry T. Allen* (AP-30).

Allen M. Sumner

Allen M. Sumner—born on 1 October 1882 at Boston, Mass—was commissioned a second lieutenant in the Marine Corps on 15 March 1907 and served the Corps until he resigned his commission on 1 January 1914 and returned to private life. Recalled to the colors just before America's entry into World War I, Sumner was commissioned a first lieutenant on 22 March 1917 and sailed on 5 August 1917 for duty in France. He served with the 81st Company, 6th Machine Gun Battalion. While in France, he was promoted to captain. Leading his troops during the advance on Tigny on 19 July 1918, Capt. Sumner was killed in action by German shellfire. He was buried in the field, and France awarded him the *Croix de guerre*, posthumously.

(DD-692: dp. 2,200; l. 376'6"; b. 30'10"; dr. 15'8"; s. 34.2 k. (tl.); cpl. 345; a. 6 5", 12 40mm., 11 20mm., 10 21" tt., 6 dep., 2 dct., cl. *Allen M. Sumner*)

Allen M. Sumner (DD-692) was laid down on 7 July 1943 at Kearny, N. J., by the Federal Shipbuilding & Drydock Co.; launched on 15 December 1943; sponsored by Mrs. Allen M.

Sumner, Capt. Sumner's widow; and commissioned at the New York Navy Yard on 26 January 1944, Comdr. Norman J. Sampson, in command.

The destroyer was fitted out at the New York Navy Yard until 3 March when she got underway for shakedown training in the waters around Bermuda. She returned to New York on 8 April and commenced post-shakedown availability. Repairs were completed on 3 May, and the warship stood out of New York bound for Norfolk, Va. She arrived there the following day and began two months of duty as a training platform for destroyer nucleus crews. The warship headed north on 5 July and arrived back at New York the next day. Following a five-week availability at the navy yard there, *Allen M. Sumner* put to sea on 12 August, bound ultimately for the Pacific. Along the way, she conducted antisubmarine warfare and antiair warfare exercises, stopped briefly at Norfolk, and transited the Panama Canal on 29 August. The destroyer stayed overnight at San Diego on 7 and 8 September before continuing on to Hawaii. She arrived in Pearl Harbor on 14 September and began five weeks of exercises in the Hawaiian operating area.

Her stay in Hawaii lasted until 23 October when she steamed out of Pearl Harbor in company with *North Carolina* (BB-55), bound for duty in the western Pacific with the Fast Carrier Task Force. Steaming via Eniwetok, the destroyer entered Ulithi lagoon on 5 November. *Allen M. Sumner* remained at Ulithi until 19 November at which time she departed the atoll to join Task Group (TG) 38.4 at sea. After rendezvousing with the carriers, she accompanied them to waters near Yap Island whence the flattops launched air strikes on the 22d before reentering Ulithi that same day. The destroyer remained there for 5 days and then returned to sea, bound for newly invaded Leyte in the Philippines. She arrived in San Pedro Bay on the 29th and began patrolling Leyte Gulf. That duty—punctuated intermittently by air alerts—lasted until the evening of 2 December when *Allen M. Sumner* set course for Ormoc Bay in company with *Moale* (DD-693) and *Cooper* (DD-695).



Allen M. Sumner (DD-692), in the Atlantic, 26 March 1944. This view essentially shows the lead ship of this class "as built."
(80-G-237953)

Reports from American aircraft earlier that day had indicated that an enemy reinforcement convoy was entering the bay that night, and the three warships were sent to destroy it. Just after 2300 that night, the destroyers suffered the first of many air attacks when a Mitsubishi Ki. 46 "Dinah"—a fast, twin-engine, reconnaissance plane—dropped a bomb which near-missed *Allen M. Sumner* about 30 yards from the ship's starboard bow, pierced her hull with fragments, and started a fire on board. Bomb fragments also wounded one officer and 12 men.

Air attacks continued; but, just after midnight, the three destroyers made surface radar contact on a pair of Japanese destroyers later identified as *Kuwa* and *Take*. Less than 10 minutes into the battle, *Kuwa* succumbed to the combined fire of the two destroyers, and the wrecked and burning mass began to sink. *Take*, however, evened the score just as *Allen M. Sumner* and *Cooper* joined *Moale* in firing on the remaining Japanese warship. One of her torpedoes slammed into *Cooper* amidships, broke that American destroyer's back, and sank her almost immediately. Less than half of *Cooper*'s crew managed to get off the ship. Most of those were later rescued—but by PBY's rather than by *Cooper*'s division mates who were still being subjected to heavy shore battery fire and air raids. Any attempt at rescue by *Allen M. Sumner* and *Moale* would have made them virtually stationary targets. At about 0145 on the 3d, the two remaining American warships began retirement from Ormoc Bay and set a course for San Pedro Bay where they arrived later that day.

Allen M. Sumner spent the next nine days in San Pedro Bay undergoing upkeep and repairing the minor damage that she had suffered in the action at Ormoc Bay. Though the area was subjected to intermittent air raids throughout that period, *Allen M. Sumner* recorded only one, long-range—in excess of 9,000 yards—approach by an enemy aircraft on the 6th. On 12 December, she departed San Pedro Bay and joined the screen of TG 78.3, bound for the landings on Mindoro Island. That task group constituted Rear Admiral Arthur D. Struble's Mindoro Attack Group. Although the group came under air attack during the transit, *Allen M. Sumner* escaped damage. On 15 December, she moved in with the close covering group to participate in the preinvasion shore bombardment, and the subsequent landings went forward against negligible opposition. Some enemy aircraft attempted to attack the invasion force, and *Allen M. Sumner* joined *Moale* and *Ingraham* (DD-694) in splashing an enemy light bomber. On the following day, the destroyer departed Mindoro to return to Leyte where she arrived on the 18th. Between 26 and 29 December, the warship escorted a resupply echelon to Mindoro and back to San Pedro Bay.

On 2 January 1945, the destroyer stood out of San Pedro Bay, bound for the invasion of Luzon at Lingayen Gulf in the screen for the cruisers and battleships of Vice Admiral Jesse B. Oldendorf's Bombardment and Fire Support Group (TG 77.2). Early on 6 January, *Allen M. Sumner* moved into Lingayen Gulf to support minesweeping operations. Around noon, her unit came under air attack by kamikazes. The first plane retreated in the face of a heavy anti-aircraft barrage while the second attacker hovered just out of range as a decoy to mask a run in by a third suicider. The latter plane dove on *Allen M. Sumner* strafing as he came. He swooped in out of the sun on the destroyer's port bow and crashed into her near the after stack and after torpedo mount. The warship lost 14 men killed and 19 injured. Extensive damage required her to retire from the gulf and join the heavy units of TG 77.2. Nevertheless, *Allen M. Sumner* remained in action with that unit and supported the Lingayen operation until 14 January.

On that day, she began a long and somewhat circuitous voyage back to the United States for repairs. She arrived at Manus in the Admiralties on 18 January and remained there for nine days. She got underway again on 27 January in company with *Kadashan Bay* (CVE-76) and, after stopping at Majuro en route, arrived in Pearl Harbor on 6 February. She departed Oahu the next day and arrived at Hunters Point, Calif., on 13 February to begin repairs. Her renewal work was completed on 10 April and, four days later, she began duty training prospective destroyer crews along the west coast. Just over three months later, on 17 July, she was relieved of training duty and departed San Francisco to return to the western Pacific. The destroyer arrived at Oahu on the 23d and began three weeks of training operations out of Pearl Harbor.

On 12 August, *Allen M. Sumner* stood out of Hawaii to return to the war zone. However, when she was two days out, the Japanese capitulated. Nevertheless, as the warship continued her voyage west. Following a two-day stop at Eniwetok, she got underway again on 21 August and, six-days later, rendezvoused with TG 38.3 in Japanese waters. After some three weeks of postwar patrols, first with TG 38.3 and later with TG 38.1, the destroyer put into Tokyo Bay on 16 September. She remained there only six days before getting underway for the Marianas on the 22d. The ship reached Saipan three days later but soon resumed her voyage back to the United States, arriving on the west coast in October and assuming duty as a training platform for prospective destroyer crews. Those operations continued until May of 1946 when the destroyer departed the west coast, bound for the Central Pacific to support Operation "Crossroads," the atomic bomb tests conducted at Bikini Atoll in the Marshall



Allen M. Sumner as seen from *Seattle* (AOE-3), 28 August 1970; compare her appearance here with that of her 1944 configuration. (NH 96637)

Islands. At the conclusion of that assignment late that summer, she returned to her former west coast duty. On 23 February 1947, *Allen M. Sumner* began an extended cruise to the Far East which included visits to Australia, the Marianas, the Philippines, China, and Japan before her return to the west coast for an overhaul and subsequent local operations.

That duty continued until early in 1949 at which time the ship was reassigned to the Atlantic Fleet. She transited the Panama Canal in mid-April and arrived in Hampton Roads, Va., on the 20th. Between the spring of 1949 and the spring of 1953, the destroyer conducted normal peacetime operations out of Norfolk. That routine was broken only by a tour of duty in the Mediterranean Sea with the 6th Fleet between November 1950 and March 1951. Otherwise, she cruised along the eastern seaboard and in the West Indies conducting training—particularly in antisubmarine warfare.

On 24 April 1953, the destroyer stood out of Norfolk, bound for her only assignment in the war zone during the Korean conflict. Steaming by way of the Mediterranean Sea, the Suez Canal, and Indian Ocean, *Allen M. Sumner* arrived in Yokosuka, Japan, early in June. After 10 days in port, she joined Task Force (TF) 77 in the Sea of Japan and began two months of duty as a plane guard and antisubmarine screening ship for the fast carriers while they sent their aircraft against targets in North Korea. While she was assigned those tasks, the armistice of 27 July ended the Korean hostilities. Following a tour of duty with TF 95 patrolling the southern coast of Korea and a brief stop at Yokosuka, the warship headed back to the United States via the Pacific, the west coast, and the Panama Canal. She arrived back in Norfolk on 27 October.

Over the next eight years, *Allen M. Sumner* alternated east coast and West Indies operations with seven deployments to European waters. During the first two—conducted in the fall of 1954 and the summer of 1955, respectively—she visited northern European waters to participate in exercises with units of other

NATO navies. The third European deployment—to the Mediterranean—came in July of 1956. During that four-month assignment, the Suez crisis erupted, and *Allen M. Sumner* supported the evacuation of American citizens from Egypt at Alexandria. On the fourth deployment of the period, she returned to northern European waters in September and October of 1957. In February of 1958, she embarked upon another deployment to the Mediterranean that lasted until July. After a period of normal east coast operations, the destroyer once again headed toward the “middle sea” in February 1958. That tour of duty differed from those preceding in that *Allen M. Sumner* was assigned to independent duty in the Persian Gulf and in the western portion of the Indian Ocean. She returned to the United States on 30 August and began a year of normal operations in the western Atlantic. In September 1960, the warship voyaged to the Mediterranean once more and again served on independent duty in the Persian Gulf and in the western Indian Ocean. She returned to the United States on 19 April 1961 and, on 17 May, began a fleet rehabilitation and modernization overhaul during which her antisubmarine warfare capabilities were improved and updated.

Allen M. Sumner completed her overhaul on 2 January 1962 and resumed her schedule of east coast operations alternated with Mediterranean cruises. Between March and September of 1962, she served with the 6th Fleet. Soon after her return to American waters, President John F. Kennedy declared a “quarantine” of Cuba in response to the siting of offensive Russian missiles on that island. *Allen M. Sumner* was one of the first warships to take up station off Cuba in October of 1962. At the successful conclusion of that operation, she resumed normal duty out of Mayport, Fla. That employment—including frequent duty as school ship for the Fleet Sonar School—continued through 1963 and into 1964. In June and July of 1964, the destroyer made a brief deployment to the Mediterranean for a midshipman cruise. Upon her return to the western hemisphere, she resumed nor-

mal duty out of Mayport. In the spring of 1965, political unrest in the Dominican Republic took her to the waters around that troubled island. Upon concluding that assignment, the destroyer returned to Mayport and resumed operations out of that port. In October, she embarked upon another deployment in the Mediterranean. After a routine tour of duty with the 6th Fleet in the "middle sea," *Allen M. Sumner* returned to Mayport on 8 March 1966 and began 11 months of operations out of her home port which included duty as a support ship for the *Gemini 10* space shot in July.

On 7 February 1967, the destroyer departed Mayport on her way to her first and only deployment to the Vietnam war zone. Steaming via the Panama Canal and Hawaii, she arrived in Yokosuka, Japan, on 14 March. Four days later, she got underway for the coast of Vietnam. On her first tour in the Gulf of Tonkin, *Allen M. Sumner* served as "shotgun" (screening ship) for *Long Beach* (CGN-9) while the nuclear guided missile cruiser served on positive identification radar advisory zone duty in the gulf. She was relieved of that assignment on 5 April to participate in Operation "Seadragon," the interdiction of communist waterborne logistics operations. That assignment lasted until the 11th, when she joined the screen of *Hancock* (CVA-19) for a voyage to Sasebo, Japan. She remained at Sasebo from 15 to 22 April before heading back to the Gulf of Tonkin again in company with *Hancock*. Upon her return to Vietnamese waters, *Allen M. Sumner* moved inshore with *HMAS Hobart* to resume "Seadragon" duty and, later, to provide shore bombardment support for marines engaged in Operation "Bear Charger," a combined waterborne and airborne amphibious assault conducted near the demilitarized zone late in May.

At the end of May, she rejoined the fast carriers on Yankee Station and screened them until 10 June when she resumed "Seadragon" duty. Her work closer to the Vietnamese coast lasted for 12 days. On the 22d, she departed Vietnamese waters and set a course for Kaohsiung, Taiwan, where she visited from 26 June to 2 July. Departing Kaohsiung on the latter day, *Allen M. Sumner* called at Hong Kong from 7 to 9 July. On the 11th, she returned to the coast of Vietnam and began a nine-day gunfire support mission. Leaving Vietnamese waters on the 20th, the destroyer made a six-day stop at Subic Bay in the Philippines from 22 to 28 July before returning to the gunline from 30 July to 1 August. She then began her voyage back to the United States; stopped at Yokosuka, Hawaii, and Acapulco, in Mexico; transited the Panama Canal on 7 September, and reached Mayport on 10 September.

The destroyer resumed normal operations out of Mayport in October. Throughout 1968, she cruised the waters of the West Indies, frequently providing support for the encircled naval base at Guantanamo Bay, Cuba. Similar duty carried her through the first four months of 1969. In May, she voyaged to England and northern European waters to participate in a NATO review celebrating the 20th anniversary of the alliance. On the 22d, she headed for the Mediterranean and a normal tour of duty with the 6th Fleet. She concluded that assignment at Mayport on 10 October. Following 10 months of normal operations out of Mayport, *Allen M. Sumner* embarked upon the final Mediterranean deployment of her career on 27 August 1970. The destroyer returned to Mayport on 28 February 1971 and briefly resumed normal duty out of her home port. On 1 July 1971, she was reassigned to duty as a Naval Reserve training ship. In mid-August, she moved to Baltimore, Md., where she began her Naval Reserve training duties. That employment remained her assignment until 15 August 1973 at which time *Allen M. Sumner* was decommissioned at Baltimore. On 16 October 1974, she was sold to the Union Minerals & Alloy Corp. for scrapping.

Allen M. Sumner earned two battle stars during World War II, one battle star during the Korean War, and two battle stars during the Vietnam conflict.

Allendale

A county in southwestern South Carolina

(APA-127: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

Allendale (APA-127) was laid down under a Maritime Commission contract (MCV hull 43) on 1 July 1944 at Wilmington, Calif.,

by the California Shipbuilding Corp.; launched on 9 September 1944; sponsored by Mrs. Frank Hill; acquired by the Navy on 21 November 1944; and placed in commission on 22 November 1944 at San Pedro, Calif., Capt. J. J. Twomey in command.

The new attack transport was assigned to Transport Division 57, Transport Squadron 19, Pacific Fleet. She held a series of training exercises along the California coast before sailing for Hawaii early in January 1945. The vessel reached Pearl Harbor on the 10th and commenced a series of training exercises in the local operating area which lasted into late March. After taking on troops and cargo, she set sail on 22 March for the Philippine Islands; stopped en route at Eniwetok, Ulithi, and Kossol Roads, Palau Islands; and reached Leyte on 16 March.

There, *Allendale* began preparations for the upcoming Ryukyu invasion. She sortied on the 27th with Task Unit 51.13.24, arrived in the outer transport area on 1 April, and began lowering her boats early that morning. In spite of frequent Japanese air harassment, all her cargo had been successfully discharged by the 9th. That day, *Allendale* shaped a course for Saipan and reached that island on 13 April. Two days later, she got underway for Pearl Harbor and ultimately sailed on to San Francisco, Calif.

Reaching the west coast on 5 May, the transport began loading equipment, troops, and supplies earmarked for bases on Leyte. She got underway on 17 May and made port calls at Pearl Harbor, Eniwetok, and Ulithi before reaching San Pedro Bay on 10 June. The ship discharged her passengers and cargo and, on the 19th, sailed for New Guinea.

Upon arriving in Oro Bay on 24 June, the transport embarked troops and supplies for transportation to the Philippines. After making an intermediate stop at Hollandia, New Guinea, on 1 July, *Allendale* pushed on to Manila, where she arrived on the 8th. When her passengers had disembarked, the vessel shaped a course back toward the United States. She spent one week at Eniwetok in mid-July and then sailed directly to San Diego, Calif., arriving there on 4 August.

Allendale was at San Diego when word of the Japanese capitulation was flashed around the world. On 21 August, she sailed with units of the occupation forces destined for Honshu Island, Japan. The ship paid visits to Pearl Harbor and Saipan before touching at Wakayama on 27 September. She sent Army troops ashore to serve in the occupation forces and then sailed on 1 October for Leyte. There, she embarked personnel of the X Army Corps and headed back to Japan. She arrived in Hiro Wan, Honshu, on 21 October and discharged her passengers.

Allendale left Japan on 27 October and commenced the voyage back to the United States. She touched at Samar, Philippines, on 1 November and embarked returning servicemen for passage to the west coast. The vessel arrived in San Francisco Bay on 22 November and soon thereafter began unloading her passengers. She entered drydock at the Hunters Point Naval Shipyard on the 27th for repairs.

In early January 1946, *Allendale* got underway for the east coast. After transiting the Panama Canal, the transport arrived in Norfolk, Va., on 30 January. She was decommissioned there on 14 March 1946 and was transferred to the Maritime Commission on 20 March 1946 for layup in the James River. Her name was struck from the Navy list on 28 March 1946.

Allendale earned one battle star for her World War II service.

Allentown

A city in eastern Pennsylvania located 48 miles north of Philadelphia. It is the seat of government for Lehigh County.

(PF-52: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 190; a. 3 3", 4 20mm., 8 dep., 1 dep. (hh.), 2 dct 'cl. *Tacoma*; T. S2-S2-AQ1)

Allentown (PF-52) was laid down on 23 March 1943 at Milwaukee, Wis., by Froemming Bros., Inc., under a Maritime Commission contract (MC hull 1477); launched on 3 July 1943; sponsored by Miss Joyce E. Beary; moved to New Orleans where she was outfitted and placed in commission on 24 March 1944, Comdr. Garland W. Collins, USCG, in command.

Allentown departed New Orleans on 3 April bound for Ber-